

## LINEVITCH REPORTS

Forced Enemy Successively  
to Evacuate Villages.

## JAPANESE RETREATED

SOME LIVELY ENGAGEMENTS  
NORTH OF TIE PASS.

Russian Cavalry Destroyed Telegraph  
Line Into Changtu—Desperate  
Fighting Near Kaiyuan  
—Many Killed.

ST. PETERSBURG, April 26.—Gen. Linevitch, in a dispatch to Emperor Nicholas dated April 25, says:  
"Our advance posts April 22 forced the enemy successively to evacuate the fortified villages of Manchou and Nemanpomen. The Japanese evacuated a fortified position about three miles south of Nemanpomen, but our artillery fire and the appearance of our detachment on their left flank induced them to retreat hastily toward Kaiyung, after burning their provision depot. Our troops April 23 compelled the enemy to retire to Kaiyungchang."  
"The same day Russian advance guards pursuing the enemy approached Changtu (about fifty miles above Tie Pass), which is strongly fortified and occupied by the Japanese."  
"Our artillery opened fire on the east side of the town, but when it became apparent that the place was strongly held our troops retired."  
"Our cavalry destroyed the telegraph line between Kaiyungchang and Changtu."

Two Hundred Dead on the Field.  
TOKYO, April 26, 2 p.m.—The following official announcement was made today:  
"On April 24 a Russian force, consisting of five battalions of infantry, sixteen squadrons of cavalry and one battery of artillery, attacked Changtu and Shintzu, respectively, but retreated north when the other Russian force was defeated at Kaiyungchang."

Prussian Prince in Peking.  
PEKING, April 26.—According to present arrangements, Prince Frederick Leopold of Prussia will leave Sunday next, via Kailan and Kienlo, to join the Russian army in Manchuria.  
His visit here has been very quiet. He officially visited their majesties the emperor and dowager empress.  
The prince expresses himself very much pleased with his stay in Peking.

Martial Law in Formosa.  
TOKYO, April 26, 7 p.m.—The privy council today decided that martial law shall be proclaimed throughout the Island of Formosa.  
RUSSIAN SHIPS SIGHTED.  
Reported by a British Steamer Sailing Southeast Off Linting.

HONGKONG, April 26.—The British steamer Calchas, from Glasgow for Yokohama, which was sighted off Linting, having sighted three Russian battleships and two cruisers this morning steaming southeast off Linting Island, about a hundred miles southwest of Hongkong.

Island of PENANG, Straits Settlements, April 26.—The fourth division of the Russian second Pacific squadron, commanded by Vice Admiral Nebogoff, is expected to pass Penang and enter the Straits of Malacca today.  
The British authorities are on the alert. Gunboats at night are patrolling the approaches to Penang.

GRANTED LEAVE TO TAKE COAL.  
German Steamer Will Then Sail for Saigon.  
PORT LOUIS, Island of Mauritius, April 26.—The German steamer Juliette has been granted leave to take 60 tons of coal on board. She will sail tomorrow for Saigon, China.

The coming of the Juliette, which arrived here April 19, was stopped by the local officials, owing to statements made by British members of the crew to the effect that the Juliette was carrying stores to the Russian squadron in the China sea. On April 20 the agents of the steamer formally protested to the German consul at Port Louis that the local government's refusal to allow the vessel to continue coaling and against the consequent delay.

Were British Ships.  
HONGKONG, April 26.—It now transpires that the warships sighted off Linting Island by the steamer Calchas were British and not Russian warships.

FLEETS TO MEET SOON.  
Rojestvensky and Nebogoff Reported in Communication.  
Special Dispatch to The Star.

NEW YORK, April 26.—A cablegram from Kailan says: Russian naval officers who are interned at this port hear that Rojestvensky's fleet, after it left Kamranh bay, steamed in a southerly direction. It is believed that the Russian and Japanese fleets will consequently soon be in touch.  
A cablegram from Paris says: A St. Petersburg dispatch to the Matin reports that the Russian admiralty has received news from Rojestvensky, who now knows he has been able to communicate with Admiral Nebogoff. He will meet Nebogoff, he says, off Batavia, and from there the united fleets will sail for Vladivostok via the Strait of Formosa.

PHARISEE WON AT EPSOM.  
Captured City and Suburban Handicap of 2,000 Sovereigns.  
LONDON, April 26.—The city and suburban handicap of 2,000 sovereigns was run at Epsom today and won by Pharisee. Ambition was second and Dean Swift was third. Nineteen horses started.

Pharisee, ridden by Maher, the American jockey, started the favorite in the betting at 11 to 2 against, with Ambition, 20 to 1 against, and Dean Swift 100 to 14 against.

No. 16,284.

## NAMED THEIR TICKET

PENNSYLVANIA REPUBLICANS  
MADE QUICK WORK.

HARRISBURG, Pa., April 26.—The Republican state convention today nominated the following ticket by acclamation:  
State treasurer, Representative J. Lee Plummer of Hollidaysburg; superior court judges, president, Judge George E. Rice of Wilkesbarre, Judge Charles B. Orady of Huntingdon and Judge James A. Beaver of Bellefonte. All are present members of the superior court.

Wesley R. Andrews of Meadville, secretary of the republican state committee, was elected state chairman to succeed United States Senator Penrose, who declined to again be a candidate.

The platform indorses the national and state administrations and the last legislature, favors a continuation of the present pension policy, advocates the enlargement of the rural free delivery system, indorses Senator Penrose's management of party affairs as state chairman, and commends the capitol commission for its work in pushing the new capitol.

The convention was held in the Lyceum Theater and was one of the shortest on record, owing to the absence of a contest for any of the offices for which nominations were made. There was a good attendance for an "off year" in state politics.

United States Senator Knox, who was chairman of the Allegheny county delegation, was unable to attend the convention by reason of an important engagement in New York.

## DYNAMITE EXPLOSION

ONE KILLED AND FOUR FATALLY  
INJURED—AUSTRIANS.

PHILADELPHIA, April 26.—One man was killed and eleven others were injured, four fatally, by an explosion of dynamite today on the farm of J. G. McElvaine, near Downingtown, about twenty miles from here. The men, who were all Austrians, were at work on the new low-grade freight line of the Pennsylvania Railroad Company.

The previous record for dynamite exploded in an unknown manner.

MADE A RECORD TRIP.  
U. S. Naval Collier Brutus Arrived at Norfolk.

NORFOLK, Va., April 26.—The United States naval collier Brutus, Capt. Hendricks, h.s. arrived at the Norfolk navy yard, after fifty-seven days out from Singapore, having made the quickest trip on record for an American collier from the far east. The previous record for the voyage via Suez canal was sixty-seven days made by the collier Ajax, which recently arrived with a full crew of Chinamen, with the exception of her commander and engineers. The Brutus has a similar crew.

Consul General Oscar F. Williams, who recalled from Singapore, returned as a passenger on the Brutus. Mr. Williams has left for Washington to report to the State Department, after which he will proceed to his home in Rochester, N. Y.

## GEO. W. BEAVERS' REMOVAL.

Case to Come Up in Brooklyn Court Tomorrow.

NEW YORK, April 26.—United States District Attorney William J. Youngs of Brooklyn today received the mandate of the United States Supreme Court ordering the removal of George W. Beavers to Washington for trial on an indictment there alleging his connection with postal frauds. Mr. Youngs said today Beavers would probably not be brought into court in Brooklyn until tomorrow, in order to give Judge Thomas of the United States district court time to decide several questions in connection with Beavers' removal from the jurisdiction. He shall be taken to Washington in custody of a United States deputy marshal or by counsel and under heavy bonds.

## BONDS DISAPPEARED.

Mysterious Disappearance of Salt Lake City Securities.

SALT LAKE CITY, Utah, April 26.—Four thousand dollars' worth of Salt Lake City bonds have mysteriously disappeared, and city officials are making an effort to locate them. In 1892 the city issued 5 per cent bonds to the amount of \$48,000. Last year there was a reissue at 4 1/2 per cent to replace the former issue.  
The new bonds were taken to New York by Recorder J. S. Critchlow and left at the Wells-Fargo bank. The bank has notified Mr. Critchlow that \$29,000 of the old issue have been presented, but there are only \$16,000 of 4 1/2s to exchange for them. No explanation of the discrepancy has yet been made.

## COL. WILLARD GLAZIER DEAD.

Served in Union Army During Civil War.

ALBANY, April 26.—Col. Willard Glazier, author, soldier and explorer, is dead at his home in this city of heart disease. He was sixty-four years old. He served in the northern army during the civil war and for some time was confined in Libby prison.

In 1876 he rode from Boston to San Francisco on horseback and was captured by Indians near Skull Rocks, Wyo., but made his escape.  
In 1881 he made a canoe voyage from the headwaters to the mouth of the Mississippi, a distance of 3,000 miles. He made the claim to the discovery of the real source of the Mississippi, a small lake south of Lake Itasca.

MURDERED FOR HER MONEY.  
Woman Found Dead With Marks of Violence on Body.

NEW YORK, April 26.—Her money and her valuables gone, her clothing torn and disarranged, marks of violence about her head and neck and a wad of cloth stuffed far down her throat so that it probably caused her death by suffocation, Mrs. Marie Ducl, forty-five years old, was found dead today in her little two-room apartment in Spring street.

The discovery was made by her eight-year-old daughter Rosie. The police are searching for two Italians, one known as Andrea Desposito, and the other unknown by name.  
Mrs. Ducl frequently had boasted to her neighbors, they say, that she had a large sum of money and that she always carried it in her bosom. When her body was found today it was lying on the floor and the front of the waist and corset had been torn. Two bent safety pins inside her corset marked the place where the money had been kept.

WASHINGTON, D. C., WEDNESDAY, APRIL 26, 1905—TWENTY PAGES.

TWO CENTS.

## OPINION OF THE WEST

Control of Great Transportation  
Companies.

## ESCH-TOWNSEND BILL

WAS A GREAT EDUCATOR, BUT  
NOT NOW NEEDED.

General Opinion Favors a Bill  
Declaring Private Car Lines  
Common Carriers.

Mr. W. W. Jermaine, a Washington correspondent of the Minneapolis Journal, has just returned from a three weeks' western trip, where he looked into political questions and other matters that are concerning the public of the western states. To a Star man Mr. Jermaine said today:

"It would be difficult in any statement I might make to exaggerate the interest which the middle west is taking in the President's plan to concentrate the federal control of the great transportation companies. Public sentiment in that part of the country was last winter crystallized in favor of the Esch-Townsend bill, for the passage of which there was a very general demand. Sentiment today is just as strong as it was then, but it has a different base. It is still the opinion of the leading men that there should be legislation of rather a drastic character, but the Esch-Townsend bill is not now regarded as calculated to correct the evils complained of."

The Esch-Townsend Bill.  
"Prominent men with whom I talked in half a dozen states believe that that bill has served an important purpose in awakening public interest and calling attention to the need for relief, but they say very freely that it would have been very unwise for Congress to have enacted it into law. Nearly all of these men were originally in favor of that bill, and I was hardly prepared to find that so many of them had changed their minds regarding it."

The discussion which the Esch-Townsend bill brought about has had a high educational value, and the average business man knows a great deal more about the railroad question than he did before. This bill has given the general public information regarding railroad economics, just as the presidential campaign of 1896 taught the many people who have appeared before the Senate committee on interstate and foreign commerce.

A More Equitable Adjustment.  
"To sum up sentiment as I found it in the middle west, I should say that there is now almost no demand for any legislation clothing the interstate commerce commission with the power to fix rates. The people in the states which I visited believe that rates are already sufficiently low, and that the crying need is for a more equitable adjustment of them. These men are now largely in favor of a bill which will declare the private car lines common carriers in conformity with the decision of the Supreme Court, do away with rebates which are paid under the guise of terminal switching and elevator charges, and prohibit the 'midnight' tariff. If relief can be afforded along these lines the shippers and business men will be satisfied. I doubt if they would be inclined to oppose such a bill as has just been suggested. They are as a unit, of course, in opposition to the Esch-Townsend bill, but I doubt if they would seriously oppose the substitute plan which the middle west seems now to be favoring."

## Private Car Lines.

"The private car lines are as much of a nuisance to the railroads as they are to the public, and both could reach common ground in a desire to bring them under proper federal control, while the rebates paid in the form of terminal switching and elevator charges, as well as the 'midnight' tariff, are kept alive by the railroads for the simple reason that the big shippers have the whip hand."

The heaviest shippers in Iowa, a man who is worth more than a million dollars, told me in Chicago on Monday that unless Congress enacted the legislation here referred to, the time would come when all honest men would be driven out of business in this country, both as carriers and shippers. He said that the railroads are now making common carriers of the shippers, and that if the private car lines are made common carriers, the shippers will be under the Elkins anti-rebate law these rebates would disappear."

## Navy Department Changes.

Changes in the Navy Department have been announced as follows:  
Appointment—Frank E. Hickman, laborer, at \$600 per annum, office of naval intelligence.  
Promotions: Bureau of supplies and accounts—O. J. Veley, from clerk, \$1,000, to clerk, \$1,100 per annum; Burr Allen, from copyist, \$800, to clerk, \$1,000 per annum; Miss E. E. Eckert, from copyist, \$840, to copyist, \$900 per annum; C. M. Fox, from messenger boy, \$600, to copyist, \$840 per annum; T. J. Johnson, from messenger boy, \$600, to copyist, \$840 per annum; Nautical Almanac office—Geo. B. Merriam, from assistant, \$1,200, to assistant, \$1,400 per annum; Arthur Snow, from assistant, \$1,000, to assistant, \$1,200 per annum; E. C. Howell, from piece-work computer to assistant, \$1,000 per annum.  
Resignation—J. H. Root, assistant, \$1,400 per annum, naval observatory.

## Naval Movements.

The torpedo boats Whipple, Macdonough, Hull and Worden have arrived at Hampton Roads from Pensacola.  
The flagship Brooklyn left Santo Domingo city yesterday for Monte Cristi, the cruiser Tacoma left Key West yesterday for the same port and the Yankee sailed from Sanchez for Samana bay.

The cruiser at Guantanamo, the Brutus at Norfolk, the Minneapolis at Newport News and the Newark at Norfolk.

## SIX PASSENGERS HURT.

Wreck on the Chicago and Erie in Ohio.

MARION, Ohio, April 26.—Chicago and Erie westbound passenger train No. 21 was wrecked today near Marion by running through a "derail" while going about 20 miles an hour. Six passengers were slightly hurt. Baggage-master Selby and Conductor Dow were painfully bruised. Engineer James Schoffer and Fireman Henry Dwyer jumped and escaped with slight injuries. The engine, baggage car and one passenger coach turned over.

## 10 CRUSHED TO DEATH

Miners Instantly Killed at  
Wilkesbarre, Pa.

## FELL DOWN THE SHAFT

ROPE BROKE WHILE BEING LOWERED IN A CAGE.

Bodies Found Beneath Mass of Debris  
Terribly Mangled—Dropped 400  
Feet—Cause Mystery.

WILKESBARRE, Pa., April 26.—Ten miners were instantly crushed to death today at the Conyngham mine of the Delaware and Hudson Company, located in the northern part of this city. The men were being lowered into the mine and when 350 feet from the surface the rope broke and the cage fell to the bottom of the shaft, a distance of 400 feet. A rescuing party was at once organized, and they found the bodies of the men in the sump at the bottom of the shaft beneath a mass of debris.

They were terribly mangled. Most of the victims lived in the vicinity of the mine, and when the rescuers brought the crushed forms to the surface a large crowd was in waiting. The grief of the relatives of the dead was heartrending.

Cannot Account for Accident.  
Superintendent Foote says he is at a loss to account for the accident. An examination of the rope was made today before the first cage full of human freight was lowered into the mine and it was found to be all right.

Wm. Cunningham, who is said to be one of the most reliable men in the employ of the company, was the engineer in charge of the hoisting carriage. He says everything went well until the fatal trip. He got the signal to lower and to stop at the Hillman vein, which is 350 feet from the surface.

When the Hillman was reached he slowed up. Without any warning the rope snapped and the carriage containing the ten men dropped like a shot to the bottom. The carriage had all the safety appliances, and its speed should have been checked before it reached the bottom, but as far as can be learned the "catcher" did not work. Eight of the dead were Poles and two others English-speaking miners.

## Third Accident of Similar Kind.

WILKESBARRE, Pa., April 26.—Charles Rochel and Frank Barney are the names of the English-speaking miners who were killed.  
This is the third accident of a similar nature that has occurred in the Wyoming region within six months. In each case the rope attached to the carriage broke and the men on the vehicle were dashed to the bottom of the shaft and instantly killed. The first disaster occurred at the Auchincloss mine, in which ten miners lost their lives. Six weeks ago a cage at the Clear Spring colliery fell and seven men were killed.

## THE EQUITABLE CASE

EFFORT AT ALBANY TO SECURE  
LEGISLATIVE INVESTIGATION.

ALBANY, N. Y., April 26.—A futile attempt was made in the assembly today to introduce a resolution calling for a joint legislative investigation of the affairs of the Equitable Life Assurance Society. Objection was made that no resolution was now pending except by unanimous consent.

The proposed resolution sets forth that "there is a firm conviction in the minds of the people that the affairs of the Equitable Life Assurance Society are not being honestly and properly conducted by the officers, managers or directors, or some of them, and that the earnings of the company are not being used for the benefit of the policy holders, but are diverted from their legitimate purposes and used by some of the officers or directors of said company for their own personal ends and aggrandizement; that most injurious charges, countercharges, rumors and increasing scandal have directed the attention of the people to the affairs of the said society; that the proposed resolution sets forth that there is a firm conviction in the minds of the people that the affairs of the Equitable Life Assurance Society are not being honestly and properly conducted by the officers, managers or directors, or some of them, and that the earnings of the company are not being used for the benefit of the policy holders, but are diverted from their legitimate purposes and used by some of the officers or directors of said company for their own personal ends and aggrandizement; 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